

§ 80.55 Application for a fleet station license.

(a) An applicant may apply for licenses for two or more radiotelephone stations aboard different vessels on the same application. Under these circumstances a fleet station license may be issued for operation of all radio stations aboard the vessels in the fleet.

(b) The fleet station license is issued on the following conditions:

(1) The licensee must keep a current list of vessel names and registration numbers authorized by the fleet license;

(2) The vessels do not engage in voyages to any foreign country;

(3) The vessels are not subject to the radio requirements of the Communications Act or the Safety Convention.

§ 80.56 Transfer of ship station license prohibited.

A ship station license may not be assigned. Whenever the vessel ownership is transferred, the previous authorization must be forwarded to the Commission for cancellation. The new owner must file for a new authorization.

§ 80.57 Canada/U.S.A. channeling arrangement for VHF maritime public correspondence.

(a) *Canada/U.S.A. arrangement.* Pursuant to arrangements between the United States and Canada, assignment of VHF frequencies in the band 156–162 MHz to public coast stations in certain areas of Washington state, the Great Lakes and the east coast of the United States must be made in accordance with the provisions of this section.

(b) *Definitions.* On the west coast, specific terms are defined as follows:

(1) *Inland Waters Public Correspondence Sector.* A distinct geographical area in which one primary and one supplementary channel is allotted. A number of local channels may also be authorized.

(2) *Coastal Waters Public Correspondence Sector.* A distinct geographical area in which one primary and one supplementary channel is allotted. Local channels may also be authorized.

(3) *Inland Waters.* Inland waters of western Washington and British Columbia bounded by 47 degrees latitude on the south, the Canada/U.S.A. Co-

ordination Zone Line B on the north, and to the west by 124 degrees 40 minutes longitude at the west entrance to the Strait of Juan de Fuca.

(4) *Coastal Waters.* Waters along the Pacific Coast of Washington state and Vancouver Island within the Canada/U.S.A. Coordination Zone.

(5) *Inland Waters Primary Channel.* A channel intended to cover the greater portion of an Inland Waters Public Correspondence Sector. It may provide some coverage to an adjacent sector but must not provide coverage beyond the adjacent sector. Harmful interference beyond the adjacent sector must not occur. Only one primary channel will be authorized in any sector.

(6) *Inland Waters Supplementary Channel.* A channel intended to improve coverage within a sector or to relieve traffic congestion on the primary channel. It may provide some coverage of an adjacent sector but must not provide coverage beyond the adjacent sector. Harmful interference beyond the adjacent sector must not occur. Only one supplementary channel will be authorized in any sector.

(7) *Inland Waters Local Channel.* A channel designed to provide local coverage of certain bays, inlets and ports where coverage by primary or supplementary channels is poor or where heavy traffic loading warrants. A local channel must not cause harmful interference to any primary or supplementary channels. Coverage must be confined to the designated sector.

(8) *Coastal Waters Primary Channel.* Same as (5) except for technical characteristics.

(9) *Coastal Waters Supplementary Channel.* Same as (6) except for technical characteristics.

(10) *Coastal Waters Local Channel.* Same as (7) except for technical characteristics.

(c) *Technical characteristics.* On the west coast, technical characteristics of public correspondence stations will be as follows:

(1) *Inland Waters Primary and Supplementary Channels.* The effective radiated power (ERP) must not exceed 60 watts. Antenna height must not exceed 152 meters (500 feet) above mean sea level (AMSL) with the exceptions

noted in paragraph (d)(5) of this section.

(2) *Inland Waters Local Channel.* ERP must not exceed 8 watts with an antenna height of no more than 15 meters (50 feet) AMSL or the ERP must not exceed 2 watts with an antenna height of no more than 30 meters (100 feet) AMSL.

(3) *Coastal Waters Primary and Supplementary Channels.* ERP must not exceed 125 watts with no antenna restrictions.

(4) *Coastal Waters Local Channel.* ERP must not exceed 10 watts with a maximum antenna height of 76 meters (250 feet) AMSL.

(5) Harmful interference will be determined and resolved using the definition and procedures of the ITU Radio Regulations.

(6) To keep the ERP and antenna elevations at a minimum and to limit coverage to the desired areas, an informal application may be filed for special temporary authority in accordance with §§ 1.41 and 1.925 to conduct a field survey to obtain necessary data for informal application. Such data may accompany the application and be used in lieu of theoretical calculations as required in subpart P of this part. The Seattle FCC District Office must be notified in advance of scheduled tests.

(d) *Canada/U.S.A. channeling arrangement for West Coast VHF maritime mobile public correspondence.* (1) The provisions of the Canada/U.S. channeling arrangement apply to waters of the State of Washington and of the Province of British Columbia within the coordination boundaries of "Arrangement A" of the Canada/U.S.A. Frequency Coordination Agreement above 30 MHz. In addition, all inland waters as far south as Olympia are to be included. A map of these waters is contained in paragraph (d)(6) of this section, Figure 1.

(2) The channeling arrangement applies to the following VHF public correspondence channels: Channels 24, 84, 25, 85, 26, 86, 27, 87 and 28.

(3) Public correspondence stations may be established by either country in accordance with the provisions of the arrangements. However, there must be an exchange of information prior to the establishment of new stations or a change in technical param-

eters of existing stations. Any channel except that used as primary or supplementary channel in a given sector is available for use as a local channel in that sector. Local channels are not protected from interference caused by primary or supplementary channels in adjacent sectors if these stations are in compliance with this section.

(4) Preliminary local Canadian/U.S. coordination is required for all applications at variance with this section. This coordination will be in accordance with the provisions of Arrangement "A" of the Canada/U.S. Frequency Coordination Agreement over 30 MHz. Stations at variance with the arrangement are not protected from interference and must not cause interference to existing or future stations which are in accordance with the agreement.

(5) Stations in existence at the time of the arrangement must have complied with the provisions of the arrangement within 12 months after it became effective with the following exceptions:

(i) Public coast (VHF) stations:

KOH627 Tacoma, Washington
KOH630 Seattle, Washington
WXY956 Camano, Washington
VAI2 Mount Parke, British Columbia
VAS5 Watts Point, British Columbia
XLK672 Bowen Island, British Columbia

(ii) These stations employing frequencies assigned at the time of the arrangement may be maintained with existing antenna heights in excess of 152 meters (500 feet) unless harmful interference to existing stations is identified and reported directly to the Federal Communications Commission or through the Public Correspondence Committee of the North Pacific Marine Radio Council.

(6) The agreed channeling arrangements for the west coast are as follows:

Public correspondence sector	Primary channel	Supplementary channel
British Columbia (Coastal Waters):		
Tofino	24	26
Barkley Sound	27	87
British Columbia (Inland Waters)		
Juan de Fuca West (Canada)	26	24
Juan de Fuca East (Canada)	86	84
Gulf Islands	27	1
Strait of Georgia South	26	86
Howe Sound	24	84
Strait of Georgia North	26	87

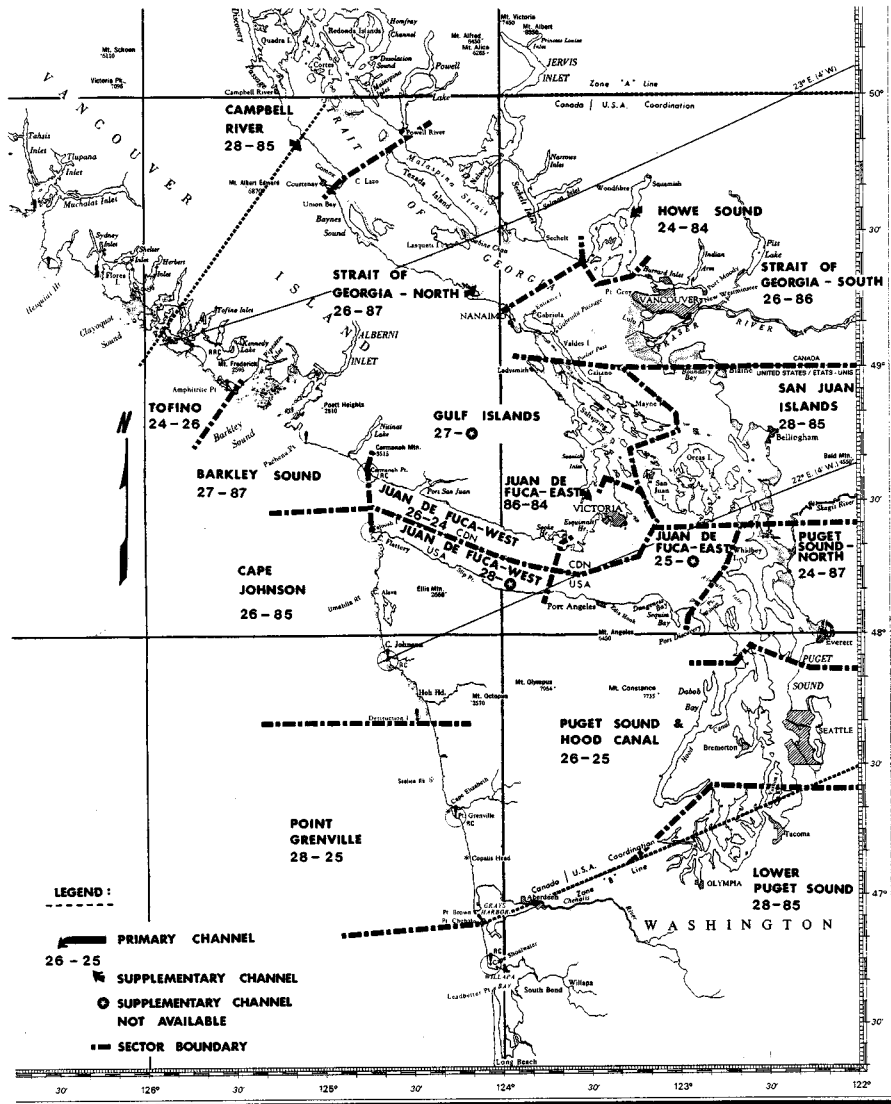
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Public correspondence sector	Primary channel	Supplementary channel
Campbell River	28	85
Washington (Coastal Waters):		
Cape Johnson	26	85
Point Grenville	28	25
Washington (Inland Waters):		
Juan de Fuca West (U.S.A.) ..	28	¹

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Public correspondence sector	Primary channel	Supplementary channel
Juan de Fuca East (U.S.A.) ...	25	¹
San Juan Islands	28	85
Puget Sound North	24	87
Puget Sound Hood Canal	26	25
Lower Puget Sound	28	85

¹ Supplementary channel not available.



(e) *Canada/U.S.A. VHF channeling arrangement on the Great Lakes and the St. Lawrence Seaway.* Channels on the Great Lakes and the St. Lawrence Seaway will be assigned as follows:

(1) The provisions of the arrangement apply to the waters of the Great Lakes and the St. Lawrence Seaway within the coordination boundaries of “Arrangement A” of the Canada/U.S.A. Frequency Coordination Agreement above 30 MHz.

(2) The arrangement applies to the following public correspondence channels: Channels 24, 84, 25, 85, 26, 86, 27, 87, 28, and 88.

(3) Canada and the U.S.A. use the following channeling arrangement:

(i) Canadian channels: 24, 85, 27, 88 (Note 1).

(ii) U.S.A. channels: 84, 25, 86, 87, 28 (Note 2).

(iii) Shared channels: 26 (Note 3).

NOTES:

1. Also assignable to U.S. Stations within the frequency coordination zone following successful coordination with Canada.

2. Also assignable to Canadian station within the frequency coordination zone following successful coordination with the United States.

3. Changes to existing assignments and new assignments within the frequency coordination zone of either country are subject to prior coordination with the other Administration.

(f) *Canada/U.S.A. channeling arrangement for East Coast VHF maritime mobile public correspondence.* For purposes of this section, channels on the east coast will be assigned as follows:

(1) The provisions of the arrangement apply to the Canadian and U.S.A. east coast waters including the St. Lawrence Seaway within the coordination boundaries of “Arrangement A” of the Canada/U.S.A. Frequency Coordination Agreement above 30 MHz.

(2) The arrangement applies to the following public correspondence channels: Channels 24, 84, 25, 85, 26, 86, 27, 87, 28, and 88.

(3) Canada and the U.S.A. use the following channeling arrangement:

(i) Canadian channels: 24, 85, 27, 88 (Note 1).

(ii) U.S.A. channels: 84, 25, 86, 87, 28 (Note 2).

(iii) Shared channel: 26 (Note 3).

NOTES:

1. Also assignable to U.S. stations within the frequency coordination zone following successful coordination with Canada.

2. Also assignable to Canadian stations within the frequency coordination zone following successful coordination with the United States.

3. Changes to existing assignments and new assignments within the frequency coordination zone of either country are subject to prior coordination with the other Administration.

§ 80.59 Compulsory ship inspections.

(a) Application for inspection of ships subject to the Communications Act or the Safety Convention. FCC Form 801, including documentation that the appropriate inspection fees have been paid, must be used to apply for inspection and certification for ships subject to Part II or Part III of Title III of the Communications Act or the Safety Convention. An inspection of the bridge-to-bridge radio stations on board vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act will be conducted when the vessels are additionally subject to any of the laws and treaties mentioned in the previous sentence.

(1) Applications for inspections of ships subject to Part II or Part III of Title III or the Safety Convention must be submitted to the Commission in sufficient time to reach the FCC field office serving the port where the ship is to be inspected at least three days prior to the proposed inspection date.

(2) If the inspection described in paragraph (a)(1) of this section is to be scheduled on a Sunday, national holiday or during other than established working hours on any other day, the applicant must additionally submit FCC Form 808 to the FCC field office serving the port where the ship is to be inspected at least three days prior to the inspection.

(b) Inspection and certification of a ship subject to the Great Lakes Agreement. The FCC will not inspect Great Lakes Agreement vessels. An inspection and certification of a ship subject to the Great Lakes Agreement must be made by a technician holding one of the following: an FCC General Radiotelephone Operator License, a GMDSS Radio Maintainer's License, a Second